

# Go tourist to California

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Fastest train—except Limited—to Los Angeles.  
Middle route Scenic Old Santa Fe Trail.  
One management All the way.  
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## Economy and comfort

You save in railroad and Pullman fares. You can join personally-conducted parties. You are carried in newest Pullman tourist Sleepers.

Very Low Rates in March and April.

Ask T. L. KING, City Passenger Agent, Topeka.

## MEN FIGHT 1,000 RATS.

Cornered in Granary Room the Drove Attacks Its Executioners.

Waterbury, Conn., March 18.—With their backs against the wall and their clubs flying like darts, Charles Wheeler and William Wesa fought for their lives with a thousand big gray granary rats. The men had planned a slaughter of the rats, but when the animals were cornered they came precious near devouring the men. Wheeler and Wesa killed two hundred rats in the brief but deadly combat, which ended only when other men went to the rescue.

A horde of greedy rats infested H. R. Stone & Co.'s grain warehouse at Woodbury and devoured much grain. Wheeler and Wesa, clerks there, determined to exterminate the pests. For days they plugged various rat holes, then by sprinkling grain temptingly they finally lured the rats into a small room where bran is stored. While the big drove ran here and there the men plugged the rat holes in the little room and attacked the rats with clubs. But the rats, cornered, did not wait to be clubbed. No sooner had Wheeler and Wesa slammed the door behind them than a great lean rat, squealing, jumped at Wheeler's face. Behind it came the rest of the drove. They writhed at the men's feet, swarmed up their legs, bit savagely at their shoes and sprang high in the air in an effort to get at their unprotected hands and faces.

The men wielded their clubs like mad and yelled for help, but the squealing animals only attacked them more furiously. One worked his way inside Wesa's trouser leg and tore savagely at his ankle. Another sank his teeth into Wheeler's hand. The fight might have been eaten alive had not another employee heard their shouts and thrown open the door. The rats scurried out of the building and the two executioners dropped exhausted.

**ADOPTS MAN 38 YEARS OLD.**  
Wealthy Woman Rewards Faithful Service of an Employee.

Chicago, March 18.—The story of how fortune smiled on a Portuguese peddler boy was related yesterday in the county court when Pedro J. Teixeira, 38 years of age, was adopted by Mrs. Jennie L. Hutchens, 61 years old.

Mrs. Hutchens said Pedro had lived at her home nearly twenty years, and since the death of her husband, three years ago, had conducted the retail sale and retail cigar business left by Mr. Hutchens.

Mrs. Hutchens told the court that her property amounted to more than \$100,000. Judge Ford recommended that with so large an estate it would be wise for her to make out a will, designating Pedro as sole heir. Mrs. Hutchens said she would do this. Pedro ran away from home among the hills of Portugal twenty years ago.

When I crawled out of the hold of the steamer and made my first journey through the dismal quarters of New York city the dreams I had had about American liberty and the free country vanished," said Pedro. "I was

## Some People and Coffee

Don't Agree

Experiment and see if coffee is the cause of your trouble. Try leaving it off 10 days. Use

## POSTUM FOOD COFFEE

and if your ails begin to disappear keep it up and get back to comfort and health again.

"There's a Reason"

## RAILROAD NEWS.

Figures Show Railroad Charges at Low Level.

Costs Less in Comparison With Hauls by Farmers.

SERVICE REASONABLE.

Charge for Short Distance Greater in Proportion.

Other Items of Interest to Railroad People.

A peculiar side light is thrown upon the business of existing railroad rates by a report just issued by the department of agriculture at Washington, showing the expense to the raiser of moving his products from the farm to the nearest shipping point. Investigations conducted by the department on this subject go to show that the average cost of transporting grain from the farm to the nearest shipping point is 1.5 cents per 100 pounds for the entire distance. The average distance hauled being 9.4 miles. Cotton costs an average of 1.6 cents per 100 pounds for an average distance of 11.8 miles.

Wool seems to be the most expensive article for the farmer to handle as far as transportation charges are concerned. He has hauled it an average distance of 39.8 miles to the nearest shipping point at a cost of 44 cents per 100 pounds for the entire distance. The lowest cost for any one product is for hemp. It has to be hauled an average distance to the nearest shipping point of 6.5 miles at a cost of 100 pounds. Reduced to terms of cost per ton per mile, the rate for wheat is 19 cents and for cotton 27 cents.

A comparison of these rates with those of the railroads will show that the producer pays the railroads considerably less for hauling his crop half way across the continent than he pays for hauling the same products from his own barn to the nearest point on the railroad. The cost of hauling a ton of wheat to the nearest point on the railroad is 19 cents, while the cost of hauling a ton of wheat from his own barn to the nearest point on the railroad is 19 cents.

## HUGS AND TEARS.

Speech on Self Government for Porto Rico Arouses Much Feeling.

San Juan, P. R., March 18.—The house of delegates today unanimously adopted a resolution introduced by Luis Munos Rivera, leader of the Unionist party, demanding self government for Porto Rico. The resolution which is to be forwarded to President Roosevelt is to be printed in several languages and mailed to foreign countries for distribution there. In presenting the resolution Mr. Rivera made a long, patriotic address, voicing the ambition of the Unionist party, and the delegates to the congress, who were present, showed their enthusiasm for the resolution. The speaker was warmly applauded by the delegates, who embraced his author. The speaker was warmly applauded by the delegates, who embraced his author.

## RAILROAD CHANGES.

Promotion of H. J. Simmons Causes a General Shifting About.

El Paso, Tex., March 18.—The Herald today says that H. J. Simmons, general manager of the El Paso & Southern railway system, is to be promoted to be general manager of all the Phelps Dodge railroad interests and will personally supervise construction of the new line from Nacozaco to Guaymas, Mexico, and from Dawson to Corona, Mexico, and what G. F. Hawkes, general manager of the Southern Pacific Central lines will become general manager of the Southwestern. The Herald also says that Harry Anderson, superintendent for the Southern Pacific at San Antonio, will succeed Hawkes and George F. Wade, assistant general manager of the Southern Pacific at El Paso, will succeed Anderson at San Antonio.

## CARUSO GIVES \$4,000.

Noted Tenor Subscribes to Italian Immigrant Society's Fund.

New York, March 18.—The Society for Italian Immigrants held its sixth annual meeting at the home of Mrs. Enrico H. Scheffelin. Among other donations announced was \$4,000 from Enrico Caruso, the Italian tenor. Commissioner Watchman told the society it had another field of work than the one in which it was engaged. It should correct abuses, he declared, making immigrants who have settled here living and walking contradictions of the canons heaped upon the race.

## STUCK TO IT

For Years But Finally Had to Give Up Coffee.

Our habits of eating and drinking stick to us like a hungry pup to a bone. We can't always break loose even when we know it is doing us harm.

Coffee does certainly hurt many persons, and they know it. But it is one thing to know it and another to devise some way to change the habit and still have a warm beverage at meal time. Thousands of persons all over the world have found it easy to quit coffee because they use Postum Food Coffee.

"For years I've felt the harm of drinking coffee," writes an Iowa woman, "but I liked it so well I stuck to it until about two years ago I quit coffee, and tea, too, and began to drink Postum."

I made it, not like coffee, but boiled it according to directions on the package, and the first time we had it we all liked it. We have it now, morning, noon and night, and all feel healthier and happier for the change. I never have heartburn nor indigestion any more, though my husband and I used to suffer that way and with nervous headache a great deal of the time when we drank tea and coffee. We can't say enough in praise for Postum, and for the good it has done us." Name given by Postum Co., Battle Creek, Mich.

Get the book, "The Road to Wellville," from the pkg.

the Iowa branch of the Missouri, Kansas & Texas will be superintendent of one of the two new divisions which the Frisco will establish. The Frisco superintendent for the other new division of the Frisco has not yet been appointed. The two divisions will be the Iowa branch and the Texas branch. The Iowa branch will be under the supervision of Mr. Walton, who will be superintendent of the Sapulpa division.

## RATE WAR PROBABLE.

Difference in Tariffs on Eastern Roads May Result in Difficulties.

New York, March 18.—Another war between the eastern railroads may result from their policy of permitting certain roads to maintain lower passenger rates than their competitors. The war may be perpetually stopped in its early stages by the presidents of the railroads because of the acute stage reached in railway affairs.

The Central passenger association directed at them from all sides, higher wages, bigger prices for cars, locomotives, and supplies, urgent need of vast sums of money, and no market for their securities, railway heads are not likely to permit passenger departments to indulge long in the luxury of a rate war. There has, moreover, been so little warrant for the rate wars that have occurred that it would not be surprising if one resulted from the dispute as to whether the Michigan Central railroad should be permitted to charge lower rates for business carried at reduced rates than it has been awarded on first class individual tickets.

The Central passenger association wrestled with this question all day yesterday, but could not reach an agreement. The differential lines having a first class individual rate in effect for the Michigan Central having as low a rate for part business—ten or more persons traveling on the same train—than the Michigan Central rate to New York is \$18, or \$1 higher than theirs. In vain the Michigan Central showed its request is in strict accord with the custom of the rate war in effect for years at St. Louis, Cleveland, and other centers, and also in accord with the rules adopted by the joint passenger committee, the Eastern Trunk Lines association, and approved by the Central passenger association at its meeting last month. The differential rates admitted they voted so as to concede a larger difference in rate to the Michigan Central to a special committee, to be held in New York at an early date.

After spending several hours in heated argument the Central passenger association finally agreed to refer the question of party rates for the Michigan Central railroad to a special committee, to be held in New York at an early date. The Central passenger association finally agreed to refer the question of party rates for the Michigan Central railroad to a special committee, to be held in New York at an early date.

## SOUTHERN PACIFIC TO EXTEND.

Harrison Line Will Spend Fifty-four Millions on Construction.

San Francisco, March 18.—Thirteen new lines, representing an outlay of \$53,410,000, will be constructed this summer by the Southern Pacific, work to begin with section between San Francisco and the coast, and nearly one-half of the tracks, will be laid in California. Seven hundred and seventy-five miles will extend to Guadalajara, Mexico, from Guaymas, on the Sonora railroad.

The net total of new tracks does not include the electric railway system of 44 miles, which the system is constructing at an outlay of \$2,000,000, between San Jose and San Mateo and Los Gatos and San Jose, and a branch line of 110 miles of road it is to build jointly with the Santa Fe, under the name of

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the Northwestern Pacific, north from Willits to Humboldt county, in order to give Eureka a rail outlet, at an estimated expense of \$10,000,000. The 13 new lines will have a total mileage of 1,512. One of these lines, 10 miles in length, which is known as the Bay Shore cut-off, will be completed in about four months, at a total cost of \$7,000,000.

Another line is to cost \$25,000,000, and will be 75 miles in length. It will give the Southern Pacific direct entrance into Meztlan and Guadalajara, in Mexico. This new line branches off from Harrison's Cannana, Yaqui River & Pacific road, at Alamos. To the latter line Harrison is to build two extensions, one 170 miles long and the other 101 miles in length.

## TWO NEW LINES.

Are Being Built to Frisco on the Gulf Coast.

St. Louis, Mo., March 18.—The Frisco's operations on the coast of the Gulf of Mexico will assume a more formidable aspect after two new lines, which are now under construction, are completed. One of the lines is really a part of the Rock Island, the extension from Waco to Crowley, La., but the other, which is of extraordinary importance, is strictly a Frisco property. This line is the Colorado Southern, New Orleans & Pacific extending from Houston, Tex., to New Orleans.

The Colorado Southern, New Orleans & Pacific runs along the gulf coast. It affords the Frisco access to the Mississippi river, and gives New Orleans a new line from Denver and the northwest by both the Frisco and the Colorado & Southern, which is a Hawley line.

The new line from Houston to New Orleans will be completed about July 1, when it will be in operation over its entire length. The Frisco has trackage rights over the Trinity & Brazos Valley from Houston to Dallas and San Antonio.

Delay in completing the New Orleans & Houston road is due to the difficulty of building the bridge across the Atchafalaya river in Louisiana. This bridge will be the longest in the southwest. The construction is onerous on account of the peculiarities of the land in the valley. Were it not for the delay, necessitated by the bridge building, the new road would be completed before July 1.

The New Orleans and Houston line, which runs along the coast of the Gulf of Mexico, strengthens the position of the Frisco in Texas. B. F. Youkum, chairman of the executive committee of the Rock Island and the Frisco, is president of the St. Louis, Brownsville & Mexico, which parallels the gulf coast from Houston and Galveston to Brownsville. The line runs parallel with the Colorado Southern, New Orleans & Pacific, which is owned by the Frisco, and the Brownsville line, which is a part of the Rock Island system. The Youkum system has a route along the gulf coast from New Orleans to Brownsville.

## WILL NOT VISIT PRESIDENT.

Wayne Magnates Decide Not to Follow Suggestion of Morgan.

New York, March 18.—Messrs. McCrea, Meilen, Hughtit and Newman, the four railroad presidents, for whose visit to the White House President Morgan arranged before his departure for Europe, met today at the Waldorf-Astoria and decided not to go to Washington. It is understood that the four gentlemen in their own minds have decided to refuse a mandate from the railroad corporations to represent them. They felt that to do so would assume the position of self-constituted commissioners to formulate or present the views of the hundreds of railroad managers, who are not shareholders, to the president of the United States. They recognized that the railroad managers were not in perfect accord, and that until some method could be adopted for the selection of a consensus, their visit to the president would be idle. At the conclusion of the conference the various presidents left for their homes. Thomas F. Ryan, when asked today his opinion about the meeting arranged by Mr. Morgan, said:

"I believe that if Mr. Morgan's visit to the president is followed up as it should be by our great business interests, it will do much good."

"I also believe that the president's attitude toward the railroads is much misunderstood by the general public. It is unfair to assume that the railroads are the business interests of the country. I am, however, convinced that the railroads are the business interests of the country, and that the president's attitude toward the railroads is much misunderstood by the general public. It is unfair to assume that the railroads are the business interests of the country. I am, however, convinced that the railroads are the business interests of the country, and that the president's attitude toward the railroads is much misunderstood by the general public. It is unfair to assume that the railroads are the business interests of the country. I am, however, convinced that the railroads are the business interests of the country, and that the president's attitude toward the railroads is much misunderstood by the general public. 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